

Noise Abatement Procedures and Preferential Runway Use Program

This Operational Order applies to all turbojet/turboprop aircraft and all other aircraft with a Certified Gross Maximum Takeoff Weight (CGMTW) of 11,500 lbs. or more with two (2) or more engines operating at Ted Stevens Anchorage International Airport.

The following procedures and programs were developed to ensure aircraft noise is minimized in residential neighborhoods surrounding the airport, consistent with safe operations.

These procedures are in compliance with the runway use preferences in the Environmental Impact Statement for the construction of the North/South runway, the Environmental Assessment for the Runway 32 Extension, the FAA approved Part 150 Noise Study, and the 2002 Comprehensive Ground Noise Study.

Noise Sensitive Runways

Runways 7R, 7L, and 14 are noise sensitive runways for departures. The Airport Noise Program has indicated that departures from these runways result in the most severe noise impacts. These runways should only be used for departures when operational or safety considerations limit the use of Runways 32, 25L, and 25R.

Noise Abatement Procedures - Preferential Runway Use Program

The airport has established a preferential runway use program to minimize noise impacts on nearby residential areas. The normal flow of traffic operations, contingent upon weather is as follows.

- Arrivals to the east or south.
- Departures to the north or west.

The preferential runways selected for arrivals and departures are shown below in priority order. Daytime procedures are in effect from 0700 to 2200 hours local time. Nighttime procedures are in effect from 2200 to 0700 hours local time.

PREFERENTIAL RUNWAY USE PROGRAM (In Priority Order)		
	DAYTIME (0700-2200 hrs)	NIGHTTIME (2200-0700 hrs)
DEPARTURES	R/W 32 R/W 7R* R/W 7L* R/W 25L * R/W 25R R/W 14	R/W 32 R/W 25L R/W 25R R/W 7R R/W 7L R/W 14
ARRIVALS	R/W 7R R/W 7L/14 R/W 32 R/W 25L/25R	R/W 7R R/W 7L/14 R/W 32 R/W 25L/25R

Runway 25L should be used as the second priority departure runway during daytime hours if weather and traffic conditions allow. Runways 7R and 7L are only listed as the second and third

priority during daytime hours in recognition of air traffic considerations.

Air Traffic Control will issue a noise sensitive advisory message for departures from Runways 7R/7L or Runway 14 during clearance delivery or ground control departure procedures 24 hrs/day when a pilot requests a noise sensitive runway different from the ATC designated active runway.

Selection of the next preferential runway is allowed under any of the following conditions:

- If the runway is not clear and dry (i.e. adversely affected by snow, slush, ice, water, mud, rubber, oil, or other substances).
- When winds, including gusts, as recorded by airport wind sensors exceed:
 - Crosswind components of 15 knots, or
 - Tailwind components of 5 knots.
- The wind parameters cited are used by the airport to determine compliance with the Preferential Runway Use Program. Under FAA regulations (FAR 91.3), the pilot in command is solely responsible for aircraft safety and the final decision on runway selection.
- When wind shear has been reported or forecast, or thunderstorms are expected to affect the departure or approach.
- When the combined traffic levels at Elmendorf AFB and Ted Stevens Anchorage International Airport result in excessive airfield traffic congestion and cause unacceptable departure delays.
- Delay alone does not constitute a reason for pilots to request a noise sensitive runway for departure.
- When a preferred runway is closed for snow removal, construction, maintenance, or other reasons, the next priority runway should be used, if feasible, given air traffic and other considerations.

Runway 32 Extension Departure Policies

Normally, only aircraft whose weight, stage length, or other condition necessitates an extended length departure from Runway 32 may request the extension. Aircraft requiring an extended departure will notify ATC prior to taxi.

Knik Five Departure

Runway 7R/7L Knik Five departure is not available for use during nighttime hours. The FAA Air Traffic Control Tower will not initiate this flight path during these hours.

Thrust Cut Back Procedures

The designated Noise Abatement Departure Profiles (NADPs) for departures from Runways 7R/7L or 14 are the FAA Close-in NADP or ICAO Procedure B NADP. All turbojet/turbofan aircraft should employ either of these NADPs on departure from Runways 7R/7L or 14 when safety permits.

Training Flight Operations

Touch and go and other training operations are allowed contingent upon traffic conditions. Training operations should use the following guidelines.

- Training operations should not occur during nighttime hours.
(Mon-Fri/2200-0600) (Sat-Sun/2200-0800)

- Circle to land training maneuvers should minimize noise exposure to residential areas south and east of the airport by using an approach to Runway 7R/7L and circle to Runway 32.

Engine Run-Ups

Idle Engine Runs

Only engine runs at idle are allowed on the ramp areas. Idle engine runs during nighttime hours (2200-0600) require notification of Airport Operations at 266-2600.

Engine Run-ups Above Idle Power

Engine run-ups (above idle) are not permitted on any apron or ramp area. Engine run-ups are permitted only at the designated engine run-up locations.

Engine Run-up Location	AIRCRAFT HEADING (True)	AIRCRAFT HEADING (Magnetic)
Taxiway Q	165	170
Taxiway J	090	060

Engine run-ups during nighttime hours are restricted to those aircraft that are hard scheduled for a flight prior to 0800 local time. Every effort should be made to avoid engine run-ups during quiet hours. Any violation of engine run-up policies during quiet hours will result in the aircraft being directed back to the parking apron with no further engine runs authorized until after 0700.

Run-ups during nighttime hours must be done in accordance with the following procedures.

The airline requiring the run-up must request prior approval from the Airport Operations Officer on duty at 266-2600. Approval will not be directed for run-ups in progress.

The aircraft operator must provide Airport Operations with the following data:

- Aircraft type
- Aircraft tail number
- Expected power settings
- Run-up location
- Flight # and departure time
- Run-up start time
- Aircraft orientation (heading used)
- Run-up end time
- Actual run-up power settings
- Upon approval, Taxiways Juliet and Quebec must be utilized as described above. Any variance in compass heading must be coordinated with Airport Operations.

Taxi Training

Taxi training involves the operation of an aircraft by a non-certificated pilot (mechanic) on the taxiways and runways of the Ted Stevens Anchorage International Airport for purposes of familiarization with the aircraft or airfield. Repositioning from gate to gate or to a run-up location for an authorized engine run is not considered taxi training.

Taxi training requires prior approval from Airport Operations. The company requesting authorization to conduct taxi training must provide Airport Operations with the estimated start and

stop times along with the anticipated route of travel. Dependent on airfield conditions, configuration, and traffic levels Airport Operations may approve, delay, or deny taxi training operations.

Permission from Airport Operations to conduct taxi training does not relieve the aircraft operator of the responsibility to receive appropriate ATC clearances prior to entering the movement area.